

# APPLICATION UNDER UNITED STATES PATENT LAWS

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Invention: ROTARY ELECTRIC MACHINE HAVING STATOR ROTATION-RESTRICTING BOLT

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## This is a:

- ☐ Provisional Application
- ☒ Regular Utility Application
- ☐ Continuing Application
  - ☒ The contents of the parent are incorporated by reference
- ☐ PCT National Phase Application
- ☐ Design Application
- ☐ Reissue Application
- ☐ Plant Application
- ☐ Substitute Specification
  - Sub. Spec Filed \_\_\_\_\_
  - in App. No. \_\_\_\_\_ / \_\_\_\_\_
- ☐ Marked up Specification re
  - Sub. Spec. filed \_\_\_\_\_
  - In App. No. \_\_\_\_\_ / \_\_\_\_\_

## SPECIFICATION

# ROTARY ELECTRIC MACHINE HAVING STATOR ROTATION-RESTRICTING BOLT

## CROSS-REFERENCE TO RELATED APPLICATION

This application is based upon and claims the benefit of Japanese Patent Application No. 2000-258896 filed on August 29, 2000, the contents of which are incorporated herein by reference.

## BACKGROUND OF THE INVENTION

The present invention relates to a rotary electric machine, such as an electric power generator and an electric motor, fixing a stator core therein.

In rotary electric machines, a stator core fixed to a housing turns by a rotating force generated by a rotor. Therefore, it is necessary to tightly fix the stator core not to turn in the housing as proposed in JP-A-9-172747 and JP-U-5-15647.

JP-A-9-172747 uses bolts having a tapered engaging portion. The bolts are threaded into grooves provided on an outer periphery of the stator core in an axial direction. The tapered engaging portion of the bolt is fit in the groove, and an axial force generated by fastening the bolt is decreased. Therefore, the stator core is not tightly fixed in an axial direction. Moreover, electric power is decreased due to magnetic resistance caused by the grooves of the stator core.

JP-U-5-15647 uses a taper pin. High quality is required to the taper pin, and it is difficult to fit the taper pin accurately. When the taper pin is fit in grooves provided on an outer periphery of a stator core, the stator core is likely to be remarkably deformed

so that the electric power is decreased or magnetic noise occurs. Further, once the taper pin is fit, it is difficult to remove the taper pin and repair is difficult.

It is also proposed to fix a stator core to a housing by threading bolts into bolt holes formed in the housing in the axial direction.

#### SUMMARY OF THE INVENTION

It is an object of the present invention to tightly fix a stator core for restricting turning caused by a rotating force generated by a rotor.

It is another object of the present invention to restrict electric power loss due to an increase in magnetic resistance and an increase in magnetic noise due to deformation of the stator core.

According to one aspect of the present invention, an intermediate member, which is softer than a bolt, is provided at one axial end portion of a stator core. A flange or a washer of the bolt readily cuts into the intermediate member by an axial force generated when fastening the bolt. Therefore, the intermediate member works as a detent so that the stator core is tightly fixed to a housing. Thus, it is not necessary to provide a groove on the stator core and hence an electric power loss due to magnetic resistance is minimized. Moreover, since the intermediate member is deformed instead of the stator core, the magnetic noise due to the deformation of the stator core is suppressed. Further, the stator core is tightly fixed to the housing not to turn by only fastening the bolt into the housing. Thus, mounting-workability

is improved. Further, the stator core is detachable from the housing by only removing the bolt so that it is easy to repair components.

According to another aspect of the present invention, a cavity is provided at an axial end portion of a stator core to receive a head of a bolt therein so that the stator core is tightly fixed to the housing and the stator core is restricted from turning. Cut portions of the stator core are fewer so that the electric power loss due to increased magnetic resistance is minimized. Further, the stator core is not deformed so that the magnetic noise due to the deformation of the stator core is minimized.

#### BRIEF DESCRIPTION OF THE DRAWINGS

Other objects, features and advantages of the present invention will become more apparent from the following detailed description made with reference to the accompanying drawings.

In the drawings:

FIG. 1 is a cross-sectional view of an a. c. generator for a vehicle according to a first embodiment of the present invention;

FIG. 2 is an enlarged side view of the a.c. generator shown in FIG. 1;

FIG. 3 is an enlarged cross-sectional view of the a.c. generator taken along line III-III in FIG. 2;

FIG. 4 is an enlarged side view of an a.c. generator according to a second embodiment of the present invention; and

FIG. 5 is an enlarged cross-sectional view of the a.c. generator taken along line V-V in FIG. 4.

## DETAILED DESCRIPTION OF PREFERRED EMBODIMENTS

### [First Embodiment]

Referring to FIG. 1 showing an a.c. generator for a vehicle, a front housing 1 and a rear housing 2 are formed into a cup shape by aluminum die-casting. The front housing 1 and the rear housing 2 are fixed each other by press-contacting openings thereof. A stator 3 is composed of a generally cylindrical stator core 4 made of iron sheets and stator coils 5. The stator core 4 is fixed to the front housing 1 with a metal bolt 6. Bearing boxes 7 and 8 are respectively integrated in the front housing 1 and the rear housing 2.

A rotor 9 includes a coil bobbin 10, an excitation coil 11, pole cores 12, 13, a rotor shaft 14 and the like. The rotor 9 is rotatably held by a pair of bearings 15, 16 respectively fixed in the bearing boxes 7, 8. Centrifugal cooling fans 17, 18 are provided on axial end surfaces of the pole cores 12, 13, respectively. A pulley 19 is connected to one axial end of the rotor shaft 14 with a nut 20 to be driven by a vehicle engine (not shown). A pair of slip rings 21 is disposed at the other axial end side of the rotor shaft 14, which is located outside the rear housing 2, to electrically connect to the excitation coil 11.

Electrical components, such as a commutating device 22, a voltage regulator 23 and a brush device 24, are fixed by a bolt and the like at an end surface outside the rear housing 2 in the axial direction. The electrical components are covered with a rear cover 25.

As shown in FIGS. 2 and 3, the bolt 6 is composed of a flange

6a, a cylindrical body 6b and a screw 6c. An intermediate member 4a, which is softer than the bolt 6, is bonded or welded to the radially outermost axial end part of the stator core 4. An outer cylindrical peripheral surface 4b of the stator core 4 is fit to an inner cylindrical peripheral surface 1a of the front housing 1. At an inner end of the inner peripheral surface 1a of the front housing 1, a step 1b is provided to receive the radially outermost axial end part of the stator core 4. The housing 1 has a bolt hole 1c extending in the axial direction at a position inside the surface 1a. The flange 6a is a ring-shaped flange having a larger diameter than that of the body 6b. The flange 6a presses the stator core 4 inward by an axial force generated by fastening the bolt 6 into the bolt hole 1c in such a manner that the stator core 4 is sandwiched between the flange 6a and the step 1b. That is, the bolt flange 6a is pressed to the axial end surface of the front housing 1 by the axial force generated when the bolt 6 is tightened through the screw 6c. The body 6b has a larger diameter than that of the screw 6c so that the bolt 6 is tightly fastened without inclining.

Further, the flange 6a cuts into the intermediate member 4a by the axial force so that the intermediate member 4a is deformed at a contact portion with the flange 6a. Therefore, the soft member 4a operates as a detent or a stopper and the stator core 4 is restricted from turning in a circumferential direction when the rotor 9 rotates.

In the first embodiment, a washer bolt having a washer may be used in place of the bolt 6 having the flange 6a, since the washer works similarly to the flange 6a. Alternative to the flange 6a or

the washer, the head of the bolt 6 may be enlarged in diameter. The member 4a may have any shapes which can be fixed to the stator core 4 along the outer periphery and be deformed by the bolt 6. It may be in a crescent shape or in a similar shape as the stator core 4.

The bolt 6 may be used at a plurality of locations on a circular periphery having a slightly larger diameter than that of the outer periphery 4b of the stator core 4, at substantially equal angular intervals, in order to tightly fix the stator core 4 and the front housing 1.

According to the first embodiment, the stator 3 is readily installed in the front housing 1 by fixing the stator core 4 with the bolt 6. Moreover, the stator 3 is readily detachable from the front housing 1 by only removing the bolt 6. Therefore, it is easy to repair components.

#### [Second Embodiment]

In a second embodiment, a cavity or recess 4d is provided at a radially outermost axial end portion of the stator core 4 so that the flange 6a of the bolt 6 is received therein and directly presses the stator core 4 in the axial direction. The cavity 4d works as a detent to restrict the stator core 4 from turning when the rotor 9 rotates.

In the second embodiment, the cavity 4d is formed into a semicircular shape to match the flange 6a of the bolt 6. However, the cavity 4d may have any shapes to work as a detent, such as a triangle. Moreover, similar to the first embodiment, a plurality of bolts may be used on a circular periphery having a slightly larger

diameter than that of the outer periphery of the stator core 4, at substantially equal angular intervals, in order to tightly fix the stator core 4 and the front housing 1.

The present invention should not be limited to the disclosed embodiments, but may be implemented in other ways without depending from the spirit of the invention.